# A WHOLE BLOCK ABLAZE.

Total Destruction of the Eighth Avenue Railroad Stables.

FIVE FIREMEN INJURED.

Over Fifty Horses Left to Perish in the Flames.

#### LOSS THREE HUNDRED THOUSAND DOLLARS.

At half-past six o'clock yesterday morning a fire broke out in the fourth story of the extensive sta-bles of the Eighth Avenue Railroad Company, in Eighth avenue, between Forty-ninth and Fiftieth streets. The fire originated on the Forty-ninth street side of the building, and in a few minutes the lames shot out from most of the windows looking into that street and into the avenue. Although the alarm was immediately given and the response of the Fire Department was quickly made so rapid was the progress of the fire that before the engines could be got to work the whole building covering the en-tire block, with the exception of the Eighth avenue and Eiftieth street corner, was one sheet of flame.

THE ALARM.

The first puff of flame as it shot out of the fourth atory window in Forty-ninth street was seen by Officer Thomas Daiton, who immediately gave the slarm both to the Fire Department and to the employes of the company. Fortunately, a large force of conductors and drivers was in the stable at the time, it being the hour when most of the cars begin their first trip for the day. The men immediately commenced moving the cars into the avenue and extricating the horses from the stables above. How well they did their work is apparent, from the fact that not a single car was destroyed, and although about one thousand two hundred horses were housed in the building fewer than sixty were burned. The moment was one of great dauger and excitement, and earnest as the men were to save the lives of the animals and to prevent the destruction of the company's property, the flames were not less active. Their progress was so swift that scarcely twenty minutes elapsed after the alarm was given until the entire building was on fire. The flames shot through the stables on a line with the avenues, and between them from Forty-ninth to Fiftieth street was one solid block of fire. Immense volumes of stifling smoke filled the air. The stables had been newly stocked with straw, hay and grain for winter use, and as much of this was stored in the upper part of the building where the fire originated it was affame even before the arrival of the firemen. Besides, the building itself was inflammable in the highest degree. The brick work was a mere shell, and the floors and supportting beams were as dry as tinder. The windows served as a ventilating shart to fan the flames, and from either side and above and below the currents swept round the burning mass of wood and hay and straw, every gust of wind giving a new impetus to what had now become, as it were, a hell of fire.

ARRIVAL OF THE FIREMEN.

ground the fire companies nearest to the scene of the conflagration, and, as this was followed by a second and a third alarm, engines came rushing through the streets from every direction. In a short time the summons had been responded to by engines Nos. 23, 26, 22, 40, 34, 8, 19, 21, 3 and 39, and Hock and Ladder companies Nos. 4, 12, 7 and 2. In answer to a special alarm the new water tower of the department and Engine companies Nos. 11, 5 and 14 were added to the force already on the ground. But the firemen began their work under many disadvantages. The heat was very great, but not great enough to keep the men away from the burning building. The smoke which filled the whole neighborhood was blinding. In the streets were the cars belonging to the company, moved out of the stables only to be put in the way of the firemen. It is no wonder that under such discouraging conditions the department fought the flames at first with little effect. Although forty streams of water were turned upon the blazing stables the fire raged more flercely than ever. Fully an hour passed before the work of the firemen in subduing the flames began to tell and another hour was necessary to get the fire under control. During these two hours a hundred feats of heroism were performed and a hundred incidents are related as part of their history. Once a rumor ran from mouth to mouth that a fireman hasty muster of the companies in consequence, but every man was found at his post. Then with renewed vigor and determination the men once more went to work. Some were in the streets below blistered by the heat and blinded by the smoke. Others were on ladders resting against the walls of the burning building. All were apparently unconscious or regardless of danger. About half-past seven o'clock the brickwork began to fall. In every direction now there was peril for the brave firemen, but their courage rose greater than the danger. Inside the immense barn beams and sup-ports were giving way and great masses of hay and straw were sweeping down through the burning floors to the ground below. Every few moments there was a rumble as of artillery and then a crash in some part of the walls. Section after section fell in this way, sometimes into the street, sometimes into the burning building.
NAMES OF THE INJURED.

The Eighth avenue wall came down on the side-walk, injuring some of the firemen. When part of the Fiftieth street wall fell a number of firemen were perched against it on ladders. The peril of all these was great and more men were injured. As mearly as could be ascertkined the casualties were as follows:—

JOHN WELCH, of No. 165 East Fifty-first street, freman of Engine Company No. 8.

HENRY C. MOUNT, fireman of Engine Company

No. 8.
DENIS REAGAN, of No. 220 East Fifty-ninth street, fareman of Engine Company No. 8.
Assistant Foreman SMITH, of Engine Company

No. 8.
SAMUEL CAMPBELL, chief of Seventh battalion. No. 8.

SAMUEL CAMPBELL, chief of Seventh battalion. At the Fire Department headquarters it was stated that Reagan's injuries are very slight, and he will probably be about in a few days. He has been a member of the force for about ten years and has frequently sustained severe injuries at fires, from the effects of which he has happily recovered. About five years ago he was badly burned at an explosion of naphtha in Liberty street, where twenty-two members of the force were badly burned, and one death resulted, At that time he was a member of Engine Company No. 29, but was a few months ago transferred to Engine Company No. 3. At the fire in Stiner's tea store, in Vesey street, last January, Regan was very badly injured in the breast, and sustained a fracture of the collar bone. Henry C. Mount, of Engine Company No. 5. whose right arm and right leg were broken by the falling walls, has, it is believed, received serious internal injuries as well. He was formerly a member of Engine Company No. 35, from which he was recently transferred to Engine Company No. 8. He has been on the force over ten years, and while he is said to be a brave fireman he has heretofore luckily escaped any serious injury at the many fires he has attended. Welch's injuries are slight. These three men were on the ladder on the Fiftieth street wall. Smith was badly bruised and Campbell sustained slight injuries in his hands, but both remained at work.

Che of the most paintal.

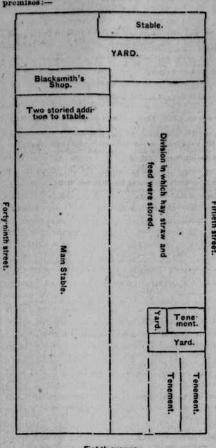
sight injuries in his hands, but both remained at work.

SUPPERINGS OF THE HORSES.

One of the most paintul features of the confiagration was the sufferings of the horses. They were stabled on three floors of the building. There was little difficulty in getting them out from the lower floors, but those on the third floor were compelled to face a volume of smoke pouring up the gangway, and this frightened them. As many as possible were forced down the inclined plane, and the others were left to their fate, but even of those which were brought out some were bally burned. One horse had both his eyes burned out, and from some of the others the flesh peeled off in strips. It was sickening to look upon the sufferings of the poor brutes and their rescue was certainly the most exciting episcode of the fire. It is a surprising fact, however, that cut of such an immense number of horses so few were lost. Such as were rescued were led out of the rear door on the ground floor of the Fiftieth street building into a yard there, and then into the street. Later on they were taken to the stables of the Sixth, Seventh and Ninth yearne railroad companies and housed there for the present.

The building, as already described, extended from street to street and from Eighth nearly to Ninth avenue, with the exception or a lot 50 feet by 100 on the southwest corner of Fiftieth street and Eighth avenue, which belonged to the estate of the late Daniel A. Grinnon. It was four stories in height and

built of brick. The following is a diagram of the



Eighth avenue.

AT THE FIRE.

News of the fire apread almost as rapidly as the flames thomselves. Inspector Thorne, of the Fourth Inspection district, was early on the ground and superintended the piscing of the force. The newly appointed Police Commissioner, Mr. Voorhis, also put in an appearance, and Fire Commissioners Gorman, King and Van Cott were present during the day. From morning until night Eighth avenue was crowded with a curious throng, and, in consequence, the east side of the street, which was left free to pedestrians after the flames were under control, became almost impassable. Passengers on the Eighth avenue line might have recognized in the crowd many of the conductors and drivers in the employ of the company, to whom the disaster came as a holiday. Another noteworthy fact was that all the liquor stores in the neighborhood were doing an unusually lively business. But nobody was in a position to give any information in regard to the fire.

"We don't know ourselves," said Superintendent Wilson. "Come to-morrow and we'll tell you all about it. The origin of the fire is a mystery."

"Was it the result of smoking in the building?" asked a Hernald reporter of one of the employes.

"Oh, no, nobody would dare to smoke there," was the answer. "It must have been from the gas."

After Irbitless efforts to obtain information from those who were in a position to give it the reporter inquired:—

"Why is everybody so reticent in regard to the

"My is everybody so reticent in regard to the fire?"
"I don't know," was the reply, "but I suppose they are afraid of the old man."
It was inferred that the "old man" is Mr. George Law.

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THE PROBABLE LOSS.

In regard to the probable loss everybody was at sea. "They don't know how many horses were in the stable" said the Chief of the Insurance Patrol, "nor how many were got out, but then the whole number is put at 1,200 and the burned ones at sixty. They don't know how much hay they had, but then again it is put at 8,000 bales. They don't know what the loss is nor what are the insurances." Good judges put the loss to the company at \$300,000, without reckoning the amount of insurances: Good judges put the loss to the company at \$300,000, without reckoning the amount of insurances. The following is the list of insurances:—
Liverpool and London and Globe, \$25,000

Royal, of Liverpool 10,000

Royal, of Liverpool 10,000

Manhattan 10,000

Marchanta', of New York 5,000

Manhattan 5,000

Marchanta', of New 5,000

Marchanta', of New 5,000

Manufacturers', of Newark 2,500

Manufacturers', of Newark 5,000

Royal, of Hartford 5,000

Sterling 5,000 Wirginia 2,500

Manufacturers', of Newark 1,500

Marchanta', of New 5,000

Manufacturers', of Newark 1,500

Marmitton 5,000

## GALLANT FIREMAN LYNCH.

day evening at No. 70 avenue D action was taken looking to the raising of funds which will in a measlocking to the raising of funds which will in a measure compensate, if not reward, the brave fireman, Patrick J. Lynch, for the injuries to which he so gallantly exposed himself in the recent fire in Cannon street. A letter from Mr. E. G. Gilmore, the manager of Niblo's Garden, was received, tendering the benefit of a matinée performance at that theatre and asking the appointment of a committee with whom to confer with reference to the necessary arrangements. The meeting was organized with Mr. Leonard A. Giegerich as chairman; Dr. Samuel Cregar, treasurer, and Mr. Thomas J. Dunn, secretary. A reply to Mr. Gilmore's offer was prepared, suggesting the afternoon of Wednesday, December 10, as the time for the benefit performance and naming Messre. M. F. Holshan, Patrick Keenan and John Limbock as a committee to confer with the manager.

## A COUNCILMAN ARRESTED.

Councilman Laurence Buckley, of Hoboken, was arrested last night on the charge of committing an assault on Eben Du Bois, a conductor on the Hudson County Street Railway. Buckley, who is the vice principal of one of the public schools in this city, was released on his own recognisance until to-day. THE BILLIARD TOURNAMENT.

DALY AND GARNIER IN A GAME OF FIVE HUN-DRED POINTS-DALY THE WINNER.

Maurice Daiy and Albert Garnier faced each other at Tammany Hall last night to decide the fourth and fifth prizes of the billiard tournament. Each had won four games and lost three. The contest was of 500 points. Maurice won the lead and took the black 500 points. Maurice won the lead and took the black bail. The lay off gave him 2 and the Frenchman managed 18. Steady as a clock Maurice piled up 57 as his second trial and a blank was the response of Albert. In nursing along the bottom rail and the work necessary to avoid the fatal triangle Maurice, in his fourth essay, added 60 to his string. Then 32 neatly came from Albert and the string showed—Daly, 120; Garnier, 52. In the sixth inning Maurice manipulated the ivories 24 points and Albert's reply was 17. There had been but slight annlayse and it seemed somehad been but slight applause and it seemed some what strange when a warming cheer and an encouraging hand clapping greeted Garnier's ninth effort of 33, the result of judicious rail work. Pleasant appreciation followed the accumulation of 25 for Maurice and 46 for Albert, a few of the friends of the latter directing much attention to themselves by their vigorous applause. Maurice turned the second hundred in the thirteenth inning, and with 5 for Albert, the buttons gave 212 inning, and with 5 for Albert, the buttons gave 212 for Daly and 186 for Garnier. The former now forged further to the front by the meritorious run of 66 in the fifteenth essay, and in the sixteenth Albert executed 44 in creditable shape, but he was still 91 behind his opponent. For the five or aix subsequent innings the medicore results were embarrassing to the players and an unpleasant dish for the lookers on. "Zees is not beelyards." said an old ex-champion, imitating the eccentric Rudolphe in his maner and repeating one of his favorite expressions, and really the game did now at this juncture seem to have the necessary snap. The twenty-second casay gave Albert 13, and Daly's twenty-third was productive of 40. A blank for Garnier followed and the accrewas—Daly, 335; Garnier, 250. It had required just two hours to reach this point in the contest. Runs of 15 and 17 for Maurice and 12, 12 placed the men, at the end of the twenty-seventh inning, just 100 points apart, with Daly in command. Garnier, in his half of the next essay, actonished the house with a crusher of 100 points, which was received with genuine enthusiasm. He nursed them on the head and side ratis with cleverness, showing that when the ivories come his way he knows what to do with them. Garnier was now the leader, and from this time to the last inning the game was hotly contested. The execution was also excellent, and at the end of the thirty-seventh essay Daly had but two to make "game" and Garnier four to reach victory. Daly made the two carroms necessary and was greeted with a loud cheer by his friends in pulling through successfully. "Incvare saw so much excitement in my life for feetite tollars," said Garnier, referring to the \$150 and \$100 prices which were decided by the contest. The full score is as follows:—

DALY—2, 67, 1, 60, 0, 24, 19, 0, 4, 3, 25, 1, 16, 0, 66, 1, 10, 2, 0, 0, 2, 2, 40, 10, 5, 1, 17, 7, 5, 12, 1, 13, 34, 10, 4, 14, for Daly and 186 for Garnier. The former now forged

GARNIER—18, 0, 2, 32, 1, 17, 5, 19, 33, 1, 46, 7, 5, 1, 0, 4, 0, 5, 0, 1, 13, 0, 0, 12, 12, 0, 109, 66, 7, 5, 13, 0, 3, 1, 0, 18—496. , 0, 18—496. Winner's average, 13 19-37; loser's average, 13 15-37. Time of game—Three hours and eleven minutes.

PIGEON SHOOTING.

SEACAUCUS, N. J., Nov. 25, 1879. Henry White, of New Jersey, and C. B. Gilder-sleeve, of New York, shot a fifty-bird match at this place this afternoon, the conditions of which were 30 yards rise, 5 ground traps, 5 yards apart, 30 yards rise, 5 ground traps, 5 yards apart, English rules. The match was for \$100, 25 birds each. As a rule the birds were quick from the trap and strong flyers. A number of New York, Brooklyn and New Jersey sportsmen were present. The New York and Brooklyn men offered big odds at the commencement of the contest on Gildersleeve, who grassed his birds handsomely up to his fitteenth round, when he made two misses, the birds being well losded with shot, but carying it out of bounds, when he went to pieces, the Jerseyman coming in the winner by two birds. The following is the score:—

Dead out of bounds.

THE BROOKLYN GUN CLUB'S MONTHLY CONTEST. Only eight of the members of the Brooklyn Gun Club came to the grounds yesterday for the ninth monthly shoot for the Colt gun. Mr. Stevens and Mr. Billings have each won the gun twice. There are only three more contests to determine the ownership of the prize. Five of the members have won it once each, but they must of necessity do some very excellent shooting to bring them up to the score of Messrs. Stevens and Billings, and the the score of Mesars. Stevens and Billings, and the contest is virtually looked upon as a test of skill between those two superior marksmen. The shoot yesterday was a fine test of marksmanship, the birds being fast and keen, a brisk wind driving them from the shooter. Many good driving shots were made, but a few birds got out of bounds. Messrs. Stevens, Leroy and Eddy distinguished themselves, as the subjoined summary will show:—

SUMMARY.

BROOKLYN GUN CLUB—DEXTER'S PARK, CYPRESS
HILLS, L. I., November 25.—Regular monthly shoot
for the Colt gun, shot for at ten birds each, handicapped rise; 80 yards boundary. Club rules.
Yards Rise.
Stevens.... 25 1101111111111 12 1

1111100111 1110100111 1101011110

Mr. Leroy\* ... 1 1 Mr. Stevens† ... 1 1 Mr. Barker\* ... 1 1 Mr. Chichester† ... 1 1 Mr. Rivers† ... 1 1 Mr. Rivers† ... 0 1 Mr. Eddy ... 0 0 Mr. Wilson† ... 0 1 1 Mr. Gillette ... 0 0 Mr. Robinson† ... 1 1 0

\*Divided first and second money. †Divided third money. Other sweepstakes closed the day's sport. Referee—Mr. Reed.

RACING NOTES.

On Friday, 21st inst., Messrs. Bemis, Haverly and Rowe, of the Chicago Jockey and Trotting Club, met with Messrs. Johnson and Bruce, the well known outhern horsemen, and consulted in regard to race programme for next season. The plan presented by the latter gentlemen, and favorably considered by the others, was a most liberal one. It contemplated two meetings—one seven days in the latter part of June, and after a rest of four days

latter part of June, and after a rest of four days another meeting of five, making twelve days in all and a total of forty events, with extremely liberal purses and added money. It will be presented to the Executive Committee at its next meeting, and, if approved, will be advertised at once. The annual meeting of the club will be held December 1.

Turf interests in California are in the ascendant. A recent meeting of the Pacific Blood Horse Association was held, at which a committee was appointed to make arrangements for a winter meeting of three days, beginning on Christmas Day and finishing on New Year's Day. Theodore Winters announced his intention of adding \$500 to the three-year-old stake and \$250 to the two-year-old stake, and E. J. Baldwin expressed a similar intention.

## THE WRESTLERS.

Mesars. Bauer, Miller and Muldoon met as per agreement at the office of the Spirit of the Times yes-terday morning, in order to make some match that will decide the Graco-Roman championship. Mr. William B. Curtis was present at the meeting, and when the men arrived said he was ready to hear their propositions. Bauer said he felt aggrieved at Mulpropositions. Bauer said he felt aggrieved at Muldoon, who kept his temper for some time, and finally replied that he would give Bauer any astistaction he wanted at any other time, but now he wanted to wrestle. Miller then took the floor, and placing two packages of \$500 each on the dosk, offered to wrestle Bauer and Muldoon for that amount. As Muldoon could not wrestle for money and Bauer was unprovided with that necessary staple, the conversation turned to the belt that Bauer proposed to put up. The men finally agreed to put up an equivalent in money against the belt and make a tournament for the championship at Greeo-Roman wrestling. They then decided to meet again this afternoon. The English wrestler Bibby will probably make another competitor in the contest. If there should be four entries there would be three matches—two and two, and then the winners in a deciding contest.

A SWEEPING CHALLENGE FROM JOHN M'MAHON After consultation with his friends and backers John McMahon, the champion American wrestler, issued the following challenge yesterday after

noon:—

New York, Nov. 25, 1879.

To the Editor of the Herald:—

Professor William Milier, in a card published in the Herald of this morning, states that Messer.

Baner, Muidoon and myself seek public notorioty, but are afraid to wreatle for money. Speaking for myself alone, I am willing to wreatle, square up and up, for money, as I always have done. Since 1862 I have wrestled, collar-and-elbow fashion, with all the best men in this country, from the Atlantic to the Pacific coast, and in British Columbia. I will give any man \$100 who can prove I was ever thrown according to collar-and-elbow rules in a match for

money. I am not a Grace-Roman wrestler, and so decline to wrestle Mr. Miller collar-and-elbow under Grace-Roman rules, but I will wrestle him the best two out of three falls, catch-as-catch-can, with the use of jackets, under catch-as-catch-can rules, for \$500 a side. I will be at the Chipper office on Thursday next, between one and two o'clock, prepared to make the match. Should Mr. Miller not meet me there to cover my money he should be the last man to challengo

Ghampion Wrestler of America.

YACHTING NOTE.

Steam yacht Skylark, N.Y.Y.C., Mr. Alexander Taylor, from New York, passed the HEBALD Tele-graph Station at Whitestone yesterday afternoon, cruising

INTERNATIONAL BICYCLE RACE.

CHICAGO, Nov. 25, 1879. Messrs, T. Harrison and Adams have withdrawn from the bicycle race. The latest report from the track is as follows :-

track is as follows:—
Englishmen—Stanton, 179; Cann, 150; Terrant, 125; Keen, 33,
Americans—Meyer, 169; Belard, 160; G. Harrison, 151; Butland, 183; Nolan, 82.
The Europeans have not gained as fast as they should have done in order to overcome the handicap, which stipulates that the highest two scores on either side shall be compared instead of the highest four, as telegraphed yesterday.

#### EVACUATION DAY.

HOW IT WAS CELEBRATED BY THE VETERANS OF

1812. The veterans of the War of 1812 celebrated Evacua tion Day in their customary manner. They assembled at Military Hall, Bowery, and early yesterday morning David Van Arsdale, aged eighty-four, hoisted the national emblem on the staff of the old fort in the Battery Park, where the British flag had been nailed by the enemy on their evacuation of the city, and the greased pole upon which it was attached was scaled by Van Aradalo's father and the flag torn from its fastenings. After the raising of the flag the veteran proposed "three cheers for our flag, three cheers for the day we celebrate and three more for the wives and daughters of our country," which were given heartly. At about three c'clock the veterans marched in review through the City Hall Park. On the steps in front of the building were Mayor Cooper, Aldermen Morris, Hall, Kenny, Mott, and others. The veterans afterward marched without music to the Sturtevant House, where the Messrs. Leland has prepared the usual annual banquet for them. The following members appeared at the muster call—General Abraham Daily, aged 34; Major Charles K. Crowley, 91; Henry Morris, 82; Davia Van Arsdale, 84; Samuel Byckman, 87; Michael Van Name, 84; David Lopes, 91; Thomas Hisnek, 34; Henry Berhard, 82; Thomas Magson, 82; Christopher Henmey, 89; Ashley C. Baker, 84; William J. Laue, 78. It was considered a singular coincidence that there were just thirteen veterans present, that just thirteen died during the year 1879, and the fact that there were thirteen coriginal States made some of the veteran sons of Mars think there was something ominous in the present gathering. Among the guests of the veterans was Miss Sarah Smith Stafford, daughter of Lieutenant James Bayard Stafford, who fought with Paul Jones on the Bon Homne Richard and saved the American flag from fuling into the enemy's hands, and whose mother's father was killed at the battle of Lexington. She was accompanied by several lady friends. The venerable relices of the "times that tried mon's souls" were in unusually high glee, and songs were sung by General Daily, Major Crowley, and speeches made by the commander, Miss Stafford, Adjutant Gould Warner and Issae F. Eaton, who has been adopted as a grandson of the corps, and after cheers for the admirable manner in which the commissary department had discharged its duties the veter-ns repaired to the front of the Twenty-ninth street entrance to the Sturtovant House, where their likenesses were taken in a group by a photographer. A committee was appointed in relation to the collection of funds in ald of the benevolent purposes of the association, at the suggestion of Colonel Frank W. Sterry, formerly of the Sixth regiment N. Y. S. N.G. view through the City Hall Park. On the steps in

#### SECRETARY SHERMAN ON RESUMP-TION.

The Washington correspondent of the Cincinnati nercial, writing from that city November 23,

As Secretary Sherman is justly regarded as the father of resumption, inasmuch as he drow the law under which it was brought about and executed it as Secretary of the Tressury, your correspondent asked him, in reference to its effect upon the public mind, as between the two parties which divide the country:

as between the two parties which divide the country:

"Do you not think, Mr. Secretary, that the republicans were greatly benefited by sustaining reaumption and the democrats injured by opposing it?"

"I do. This has been one of the strongest cards that the republicans had at the recent elections. As resumption had proved to be a complete success our party has the glory, while the democrats are put in the mortifying attitude of having done all they could to overthrow resumption, which has turned out to be one of the most popular measures over consummated." "You think there is no question of the perma

"You think there is no question of the permanency of resumption?"

"None whatever. Why, there is more gold and silver in the Treasury now than the day resumption went into effect. We have all we want. The difficulty is now to keep down the accumulation to a reasonable figure. We have been sending gold to public depositories and paying it out freely on salaries and public obligations. Resumption has been a comulete success."

complete success."
"Do you stribute the present prosperous condition of the country to resumption?"
"I think it was an important element in the general result. Without a solid money basis we could not have had the restoration of confidence necessary to restoration of business."
"Do you think that the present prosperity will continue?"

continue?"

"I see no reason why it should not. In looking over the country at our immense resources, and considering the energetic, hardy character of our people, we can see no reason to believe but what the United States are on the eve of a series of years of unexampled prosperity. We have had a long and severe season of depression, in length and severity almost if not quite unexampled in our history. There is a law of compensation running through all things. Taking everything into consideration it really seems to me that we are to have a long run of solid prosperity."

#### GENERAL GRANT AND THE NICA-RAGUAN CANAL.

A Washington despatch to the Cincinnati Commercial of the 25th inst. says:-"Admiral Ammen venterday received a letter from General Grant with reference to the interoceanic canal scheme. weeks ago by Admiral Ammen, in which was the announcement, already made in these despatches, that an agent of French capitalists was on his way to this country with a subscription of \$30,000,000 to the stock of the company, of which Grant shall be president. General Grant expresses his gratification at this high mark of confidence, and says

gratification at this high mark of confidence, and says that he has received direct from France other assurances quite as gratifying. He does not say positively whother he will accept the presidency of the canal company, but makes an appointment to meet Admiral Ammen and others at Philadelphia on the 17th of December, when the matter will probably be decided before Grant's trip to Cuba. He has engaged passage on the steamer City of Alexandria for Havana and Vera Cruz, to sail on the 27th of December, and will be absent from the United States hull April, returning from the West Indies by way of Mexico, Texas, New Orieans and the South.

Hefore meeting General Grant in Philadelphia the gentlemen engaged in the canal scheme will mature their plans and have the organization perfected for his examination, so that it is expected that before sailing for Cuba he will decide definitely whether he will accept control of the enterprise. It seems to the managers very important that he do so, because on his way from Cuba to Mexico he intends to visit the Republic of Nicaragua. The three months he will be absent can be utilized by the organizers of the company in securing subscriptions to the capital stock, so that upon Grant's return in April they may have the matter all ready for him. He will have the opportunity to have official communications with the Nicaraguan government with reference to the capa, one of the conditions of his taking control being that that government with reference to the capa, one of the conditions of his taking control being that that government with reference to the capa, one of the kicaraguan government in Europe in connection with the canal scheme. He arrived in New York on Friady, and at once notified Admiral Ammen that he would visit Washington early the present week. It is probable that he will be accompanied to Washington by Cyrns W. Field and other Americans who are interested in the carnal scheme, and that important consultations will take place here with Admiral Ammen, which will result in

## FOR MRS. BRESLIN.

"H. B. G., Jr.," has sent \$2 to this office for Mrs. in, of No. 106 Clinton street, Hoboken.

RAILROAD INVESTIGATION.

THE LEGISLATIVE COMMITTEE RESUME THEIR SESSIONS IN THIS CITY—TESTIMONY ABOUT FREIGHT RATES AND THE STANDARD OIL COMPANY'S BUSINESS.

The Assembly Committee yesterday morning, in the General Term room of the Supreme Court, re-sumed their investigation of the management of railroads in this State, which had been interrupted by the election. Politically regarded the committee ave been very fortunate, five out of the nine members having been elected to various offices, and one of their number, Mr. Wadsworth, being the future State Comptroller. They have now settled down to apparently interminable labors; but it is rumored that the investigation is drawing to a close, and that it will not last more than a week or two longer. Pretty much the same personnel of the committee appeared yesterday as at their former sessions. Mr. appeared yesterday as at their former sessions. Mr. A. B. Hepburn occupied the chair, and the Eric Railroad was defended by ex-Judge Shipman. Mr. Simon Sterne examined the witnesses in behalf of the people. The day was taken up with the testimony of Mr. G. R. Blanchard for the defence and Mr. Simon Bernheimer for the people, the latter testifying to the Standard Oil monopoly and the former going over some points omitted from his previous testimony.

mony. RAILROAD WARS AND FINANCES. The committee met promptly at eleven o'clock and first occupied themselves with receiving and examining documents presented to them by ex-Judge Shipman. Many of these documents contained information that had been asked for by the committee at their previous session and much of it was supplementary to the former testimony and explanatory of it. During the explanations by counsel Mr. Sterne remarked that the Baltimore and Ohio railroad owned a through line to Chicago. Mr.

line, 137 miles long, was not owned by that company, Mr. George R. Blanchard, general manager of the Eric Railroad, then took the stand, and was cross-examined by Mr. Sterne as to the financial condition of several railroads. Witness gave the history of the freight and passenger rate troubles between the railroads, which grew out of the demands made in 1874 by the Baltimore and Ohio road to obtain admission by the Baltimore and Ohio road to obtain admission to New York, with the right of fixing its own rates between New York and Philadelphia, Baltimore and Philadelphia and Baltimore and New York, without reference to the rates made by the Pennsylvania and Camden and Amboy roads. When these demands were retused the Baltimore and Ohio began a railroad war by making rates on their outside lines and through the canals. Mr. Blanchard then recounted the history of the railroad war of 1876. He next handed in the tollowing statement of freight shipped on through bills of lading from Chicago to Europe trom 1871 to 1878, inclusive, and shipments of grain included in the above, in bushels:—

Year. Total Tons. Grain, Bushels.

Total Tons. Grain, Bushels.

1871. 47,181 515,485
1872. 72,343 657,587 3,151,070 3,902,488

the general	Bushels	Bushels	Tons
Year.	Raised.	Exported.	Forwarded.
1873	25,000,000	15,250,000	122,000
1874	33,333,333	13,250,000	123,000
1875	33,333,333	12,500,000	225,000
1876	33,333,333	16,500,000	335,000
1877	25,000,000	8,500,000	107,000
1878		12,000,000	311,000
2012/10/10/10	A BAILROAD'S	"BIGHTS."	-

A HALROAD'S "HIGHTS."

Mr. Blanchard, resuming his testimony, defended the right of railroads to charge for freight transportation proportionately to the value of the articles carried. Every ton of coal consumed at tidewater paid a rate to the railroads proportioned to its selling price at the ternanus. The United States in its mail system, the Western Union and the express companies adopted a similar plan. The government would carry a postal card for one cent, but if a letter were enclosed in an envelope it was presumably worth more and hence three cants were charged, and if its value were declared and the letter registered there was a still higher rate. The Western Union Telegraph Company charged more to have valuable messages repeated to insure correctness. So the express companies demand a rate proportioned to the value of the article carried and the risk of the company. The Eric Railway itself paid at the rate of \$1 per \$1,000 to express companies for the transmission of valuable packages.

Mr. Sterne then asked to have Mr. Augustus Stein examined as to the Gould administration of the Eric. Counsel said that two successive dividends declared by the Eric store the Gould administration of the State should be informed of the matter. Chairman Hepburn repited that there was not the slightest doubt but that fraud had been perpetrated by the railroad in connection with the Legislature of the State of New York and the Judiciary. Its thought the matter had been sufficiently exposed.

Mr. Thurber was present and Mr. Sterne in his behalf said that as there had been some hints made as to the cause of Mr. Thurber's departure for Europe last spring, he would like to have Mr. Thurber state the real reasons for his trip. The Chair decided that the committee would not allow any personal discussion.

A report made by Mr. Barlow to the Eric road, claimed to have been one of the fire road, claimed to have been one of the decided that decided that the committee would not allow any personal

Mr. Shipman replied that he did not understand it to have been casted for. The committee reserved their decision as to demanding the report. A recess was then taken.

The STANDARD OIL COMPANY.

After the recess Mr. Blanchard submitted a map of the oil regions and the United pipe lines. The investigation of the Standard Oil Company was then returned to on behalf of the people. Mr. Simon Bernheimer. a member of the firm of L & S. Bernheimer, who had been an oil merchant in this city for forty years, was called. In 1861, he said, the firm started the Oleophene Oil Company, with works at Greenpoint; the factory was improved and cularged from time to time, the business being very prosperous until 1870. They had all the facilities of other refineries. Half a cent per gallon was a good profit when oil was low. The capacity of their refinery was 100,000 barrels a year. From 1870 their business being to decline; they had not the same facilities of getting the oil from Oil City that others had, and hence were undersoid. They could buy the unrefined oil cheaper in New York than they could get it from the oil regions for. Their rates on oil ranged from \$1.25 to \$1.45 per barrel. Charles Pratt & Co. had a factory near theirs. In 1874 business was so bad, owing to this underseiling, that witness offered the relinery for sale to Mr. Mason, of the Devoe Manufacturing Company. The latter died and the works and buildings were finally, in 1876, sold for \$160,000 to J. D. Rockateller, Charles Pratt and J. A. Bostwick, witness retaining possession of the ground and leasing it to these parties. If they could have got oil to market as low as \$1 per barrel they would never have sold out the factory, as the business was a very paying one. If they had had the same clance as others they would never have sold out. This concluded witness' testimony and he was allowed to go without being cross-camined.

THE NEW YORK CENTRAL.

Several documents were next received that had been sent by Mr. Chauncey M. Depew. Among them was the following table

1.59 1.12 47

1.59 1.12 47

1.59 1.12 47

1.51 1.02 .55

1.51 1.02 .55

1.52 .55

1.55 1.27 .90 .37

1.56 . 1.27 .90 .37

1.56 . 1.05 .71 .34

1.57 . 1.01 .60 .41

1.57 . .91 .59 .32

Percentage of reduction—Earnings, 42 7-10; expenses, 47 3-10.

The comparative statement if tonnage and carnings for the years 1872-3 and 1877-8 shows a total tonnage during the former fiscal year of 4,363,965 tons and during the former fiscal year of 4,363,965 tons and during the latter 7,424,215 tons, or an increase of 68.36 per cent, while the earnings were respectively \$16,233,646 79 and \$18,132,807 59, or an increase of only 11.4 per cent.

EXCITEMENT AMONG THE OWNERS OF THE STOCK-RUMORS CONCERNING MR. VANDER-BILT'S INTENTIONS-THE NEW BOARD OF DIRECTORS

Old Eric yesterday passed her critical condition. and, despite the adverse rumors of Wall street, mother and child are doing well. To express it "officially," the New York, Lake Eric and Western Railway Company gave birth to a new set of directors. The event has long been expected with interest and an anxiety born of gossip on the street. Mr. William H. Vanderbilt was the central figure of Eric conversation, for it was rumored that he did not relish his treatment by the last Legislature, and that he neant to secure himself from possible combined opposition in future by quietly taking a hand in the Erie control. When Erie stock moved from \$20 to \$40 per share it was said that Messrs. Gould and Vanderbilt were pulling it in, each struggling for a controlling interest. Lately the story has been bruited about with increased vigor and with all the little additions of evidence that could be found or invented. It met with a denial from Mr. Vanderbilt

in a reported interview, and the stock fell off a few points, but an army of incredulous people remained, and it was thought that the owner of Central would wield his influence over Eric by means too indirect to be discovered.

HAPPY WITH RITHER. A little story is told about an interview between Mr. Vanderbilt and a certain speculator who is well enough known to Wall street. The latter brought up the ramor that Mr. Vanderbilt was looking for the control of Eric. "What do I want of Eric?" asked the railroad mag-

enough known to Wall street. The latter brought up the rumor that Mr. Vanderbitt was looking for the control of Eric.

"What do I want of Eric?" asked the railroad magnate.

"Gig the opposition," was the response.

"Why," said Mr. Vanderbilt, "because I own the New York Central I am called by the press a grasping monopolist, or a sort of box constrictor that wants to wind itself about the State and crush it. If I owned Eric, too, I don't know what they would say of me. Why, I could not live in New York."

On Monday morning Eric opened in the market at 33½ and broke down at the close to 35%. Yeaterday it fluctuated more than any other stock on the list, Opening at about 35, it squirmed round and round and up and down, going as high as 37½ and as low as 33½, and closing strongly at 365%. The last sales were made, of course, with a knowledge of the result of the election.

The voting occurred in the general manager's room of the krie Building, at the junction of Reade and Duane streets with West. The polls were opened at noon and closed at two o'clock. Judge George Ticknor Curtis, Judge J. C. Spencer and Mr. James H. Fay presided over the election. For the first hour but few votes were cast, the mass of them being polled by Mr. Jewett at a later period. Of 693,923 votes Mr. Jewett cast 642,942.

Following are the names of the gentlemen who were unanimously elected directors. Messrs. Theron E. Butler, Thomas Dickson, Harrison Durkee, James J. Goodwin, R. Suydam Grant, Solomon S. Guthrie, Hugh J. Jewett, John Taylor Johnston, James R. Keene, Edwin D. Morgan, Courthandt Palmer, Homer Ramsdell, Henry G. Stebbins, William L. Strong and John Lowber Weish. The new members are Messrs. Harrison Durkee, William L. Strong, Thomas Dickson and James R. Keene, ell of New York city, who take the places in the former Board of Mossrs. William Walter Phelps, Samuel Sloan, George T. Talman and Davids. The new members are not identified with Mr. Vanderbilt's interests that the vanderbilt story would either be confirmed or dissipated

#### CAPSIZED BY A SQUALL.

The schooner George S. Allison, having on board a cargo of brick, was capsized off Teller's Point, just north of Sing Sing, yesterday morning, and one member of her crew, Charles McElroy, was lost. She left the dock where she had loaded at about eight o'clock, and had full sail spread, although the wind was blowing fresh from the southwest. After laying her course toward Teller's Point, Nelson Rose, her captain, and two of his crew went to breaktast, which was served in the hold. The captain, Ed. McElroy and the cook having finished breaktast, went on deck and sent down in their stead Charles McElroy and the second hand. The captain and Ed. McElroy then went forward to repair a portion of the rigging and the cook took the wheel. While they were so engaged a sudden squall, which they failed to see approaching, struck her broadside and laid her on her beam ends. At the first warning the two men in the hold made a dash for the hatchway, piled around which and close to the combing were tiers of brick. The second hand reached the hatchway first and hastily scrambled upward, reaching the top of the cargo just as the vessel went flat on her side. McElroy, close behind, was crushed by the falling bricks. wind was blowing fresh from the southwest.

cargo just as the vessel went flat on her side. McElroy, close behind, was crushed by the falling bricks.

The McGuire Brothers, commanded by Captain Charles Mackey, was near at hand, and at once hastened to the assistance of the four men who were struggling in the water. All were picked up safely, furnished with dry clothing and then landed at Haverstraw.

The schooner was the property of B. J. Allison & Co. and was loaded with thin brick. The total loss will approximate \$600, the cargo being worth about \$350. Efforts will at once be made to right the vessel from the position she is now in, lying flat on her side, her sails stretched out on the surface and about haif of her bottom exposed.

## COMPLAINTS AGAINST PILOTS.

The Board of Commissioners of Pilots met at noon yesterday, President Ambrose Snow in the chair. Pilot Sisco put in an appearance in answer to the summons issued by the Board. He was accompanied by his counsel, Mr. Thomas Bracken, who served upon the Commissioners the writ of prohibition issued on Monday by Judge Lawrence, and the Board decided to postpone the hearing until Tuesday next. The Commissioners were handed complaints (similar in every respect to those preferred in the case of Sizco) against Peter R. Bailey for piloting the steamship Etulopia on November 17, against Balph Noble for piloting the steamship Acadia on the same day, against William H. Anderson for piloting the steamship Alas on November 21, and against Gideon Mapes for piloting the steamship Baltic on the same date. A general complaint was also made against all the above pilots, including Sisco, for violation of that provision of the Pilotage act which ferbids pilots from combining injuriously with each other or with other persons.

The pilots who were attached to the pilot boat Isaac Webb, which was lost at sea, applied for the admission of their new boat Columbia and requested that it should be registered as pilot boat No. 8. Captain Harding was instructed to inspect the new boat.

## PILOTAGE CHARGES.

Mr. J. Ernest Miller, of the Maritime Association, has extended an invitation to the New York and New Jersey pilots to meet him at eleven o'clock on Maritime Exchange, for the purpose of having a Maritime Exchange, for the purpose of having a friendly conference upon the community of interests between the pilots and the merchants of New York. The New York pilots have refused to attend the meeting and stated yesterday that they will report their decision on the reduction of pilotage charges at the meeting of the sub-committee appointed by the different commercial organizations, which will be held on Friday next at the rooms of the Chamber of Commerce. The pilots claim that they cannot concede the reduction asked by the merchants and shipowners, as thirty-three per cent is, in their opinion, altogether too much.

## A REMEDY FOR FILTHY STREETS.

Professor C. F. Chandler, of the Board of Health lectured last night before the New York Academy of Sciences. He said, in substance, that according to the best calculations the death rate should not exceed 17 in 1,000 souls. The present rate in New York is 24 in the 1,000, or one-fourth more than it ought is 24 in the 1,000, or one-fourth more than it ought to be. So that in the city 7,000 lives per annum are sacrificed, which under more favorable conditions might be saved. It is an established fact that for every death in the bulk of the population there will be twenty-cight severe cases of sickness. Professor Chandler showed the extreme usefulness of certain hygienic experiments made in Dublin by Sir William Whide, and proceeded to narrate the history of the Health Board, of which he is a member, and he severely criticised the present Street Cleaning Bureau for the neglected state of our thoroughtares. He untolded his plan formerly submitted to the Legislature for cleaning the streets. One commissioner and 1,000 sweepers, with the aid of a properly organized force of dirt carts, could do, he behaved, the scavenger work of the city perfectly well, and the cost need not exceed what is now being paid for half done work or work not done at all.

## A TELEPHONIC SWINDLE.

Edward L. Hebbard, clerk in the Gold and Stock Company, No. 197 Broadway, was arrested yesterday looking and well educated. On the 15th inst, he presented, as is alleged, a bill to Mossrs. Lestrade & Declittle, of No. 197 Duane street, signed by the Declittle, of No. 197 Duane street, signed by the name of "E. Shaw, Collector," purporting to be from the Gold and Stock Telegraph Company, and a receipt for the connection with the Telephone Exchange for six menths. Fifty-dollars was given him by Mr. Francis W. Letrade in the belief, as he states, that he was authorized to collect the money. He learned afterward, however, that He-obard was only a cierk in the telegraph company and not treasurer, as he had claimed, and that no such person as E. Shaw was collector. Mr. Michael W. Doran, assistant secretary of the telegraph company, testified in the Tombs Court yesterday that He-bbard had in his